

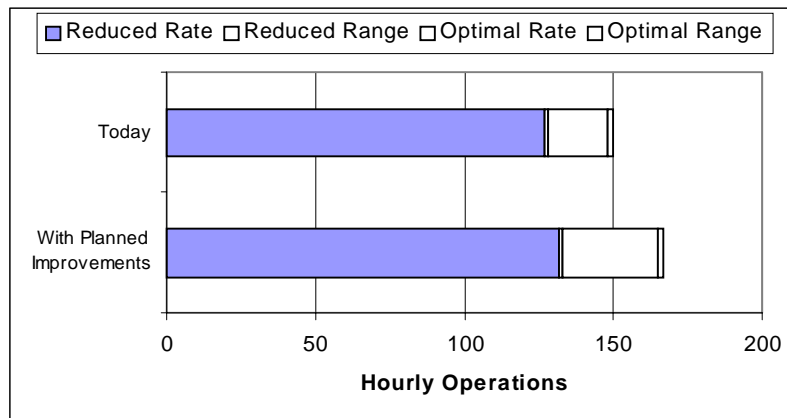
Los Angeles International Airport Benchmarks

- The current capacity benchmark at Los Angeles is 148-150 flights per hour in good weather.
- Current capacity falls to 127-128 flights (or fewer) per hour in adverse weather conditions, which may include poor visibility, unfavorable winds or heavy precipitation.
- In 2000, slightly more than 2% of flights at Los Angeles experienced significant levels of delay (more than 15 minutes).
- In good weather, Los Angeles' scheduled traffic exceeds capacity for only one hour of the day.
- In adverse weather, scheduled traffic exceeds capacity for 7 hours of the day.
- Technology and procedural improvements are expected to improve the Los Angeles capacity benchmark by 11% (165-167 flights per hour) over the next 10 years, while the adverse weather capacity benchmark will increase by 4% (132-133 flights per hour).
- These capacity increases could be brought about as a result of:
 - ADS-B/CDTI (with LAAS), which provides a cockpit display of the location of other aircraft and will help the pilot maintain the desired separation more precisely.
 - FMS/RNAV Routes, which allow a more consistent flow of aircraft to the runway.
 - pFAST, assists the controller with sequencing for aircraft and better flow of traffic into the terminal area.
- Demand at Los Angeles is projected to grow by 25% over the next decade, indicating that delays will increase substantially in the future.

Airport Capacity Benchmarks – These values are for total operations achievable under specific conditions:

- **Optimum Rate** – Visual Approaches (VAPS), unlimited ceiling and visibility
- **Reduced Rate** – Most commonly used instrument configuration, below visual approach minima

Scenario	Optimum Rate	Reduced Rate
Today	148-150	127-128
New Runway	N/A	N/A
With planned improvements	165-175	132-133



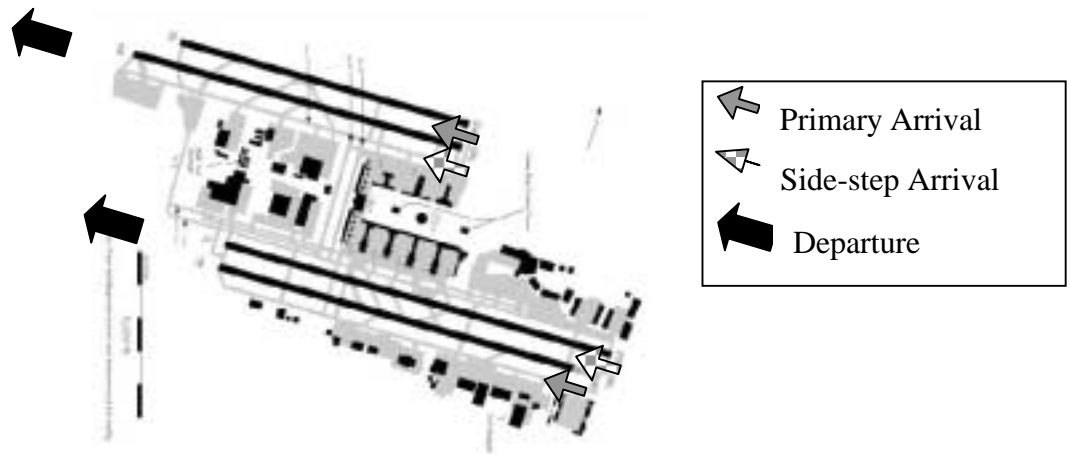
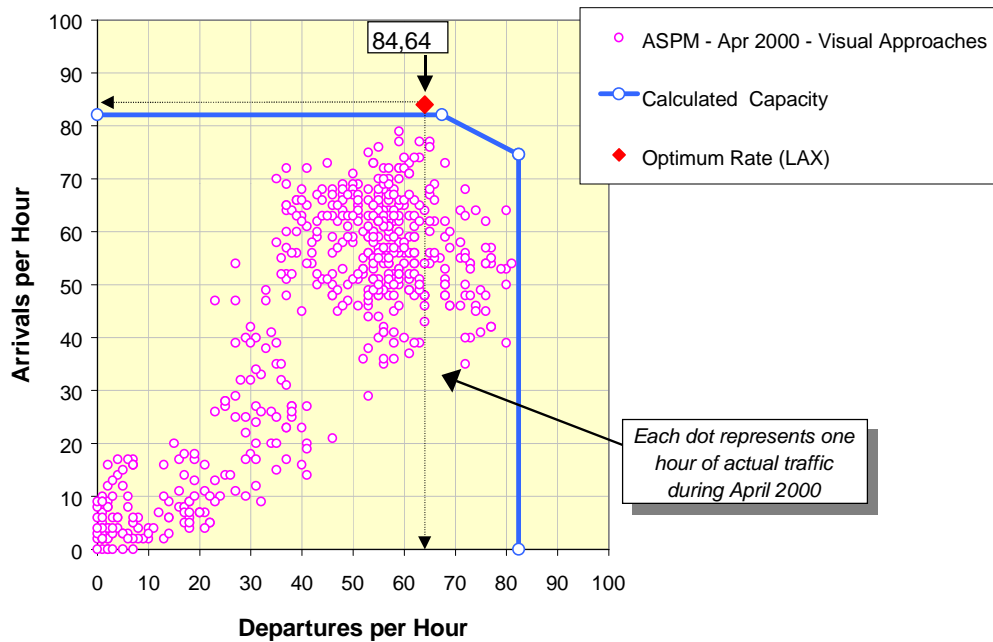
- The benchmarks describe an achievable level of performance for the given conditions, which can occasionally be exceeded. Lower rates can be expected under adverse conditions. Note: In some cases, facilities provided separate unbalanced maximum arrival and departure rates.
- Planned Improvements include:
 - ADS-B/CDTI (with LAAS) – provides a cockpit display of the location of other aircraft. This will help the pilot maintain the desired separation more precisely.
 - FMS/RNAV Routes – allows more consistent delivery of aircraft to the runway threshold.
 - pFAST, assists the controller with sequencing for aircraft and better flow of traffic into the terminal area
- Benefits from Planned Improvements assume that all required infrastructure and regulatory approvals will be in place. This includes aircraft equipage, airspace design, environmental reviews, frequencies, training, etc. as needed.
- **Note:** These benchmarks do not consider any limitation on airport traffic flow that may be caused by non-runway constraints at the airport or elsewhere in the NAS. Such constraints may include:
 - Taxiway and gate congestion, runway crossings, slot controls, construction activity
 - Terminal airspace, especially limited departure headings
 - Traffic flow restrictions caused by en route miles-in-trail restrictions, weather or congestion problems at other airports

These values were calculated for the Capacity Benchmarking task and should not be used for other purposes, particularly if more detailed analyses have been performed for the individual programs.

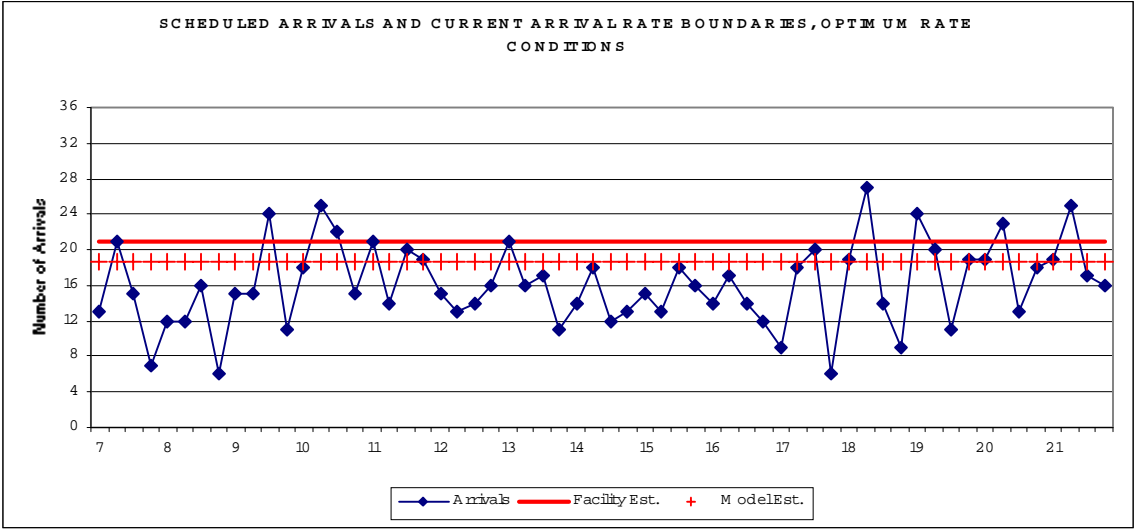
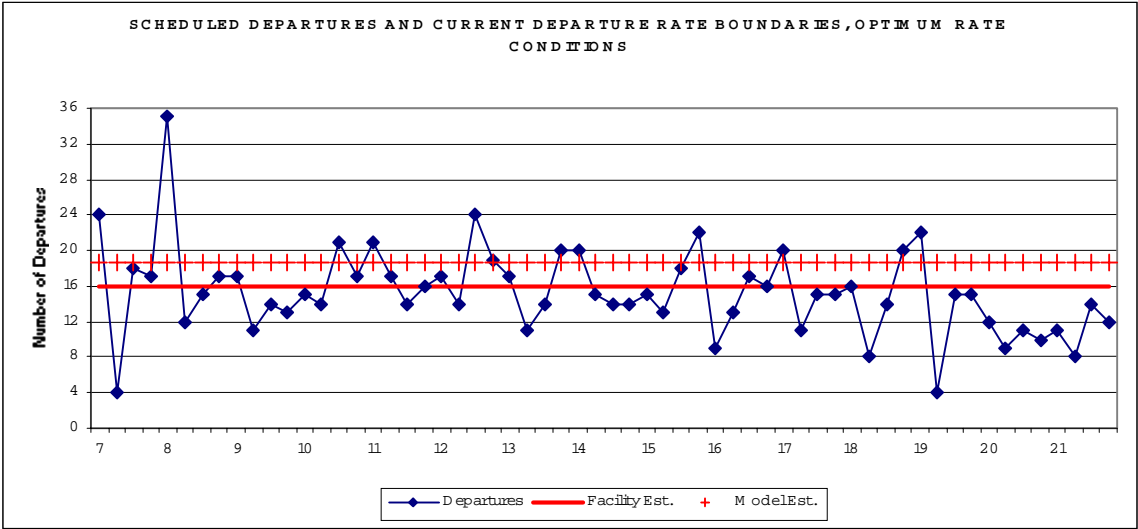
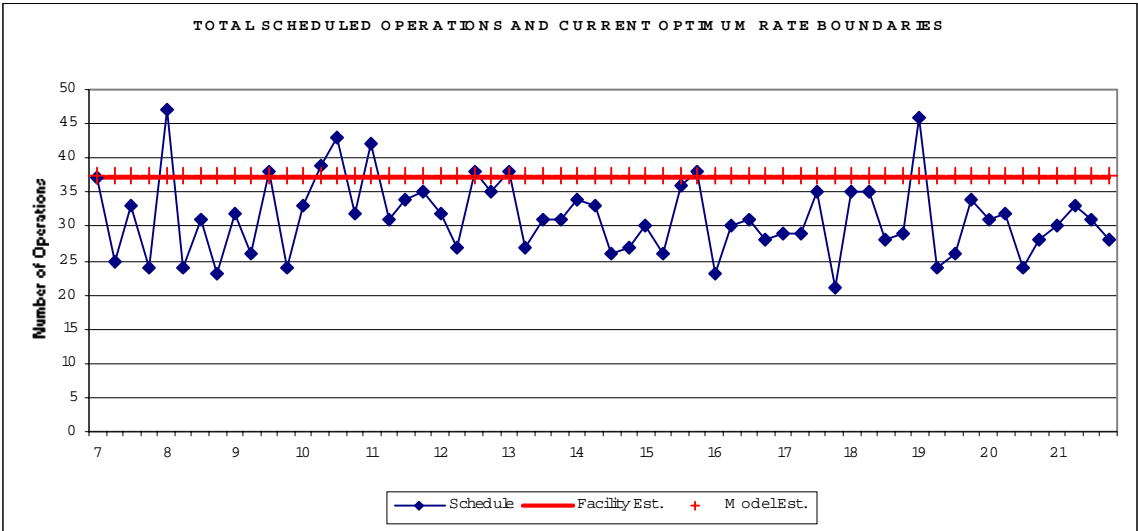
The list of Planned Improvements and their expected effects on capacity does not imply FAA commitment to or approval of any item on the list.

Current Operations – Optimum Rate

- Visual approaches, visual separation – Optimum Rate of (84,64) was reported by the facility
 - Arrive from East
- ASPM data is actual hourly traffic counts for the month of April 2000 for Visual Approach conditions. This data includes other runway configurations and off-peak periods.
- The capacity model can only approximate the complex operations at LAX

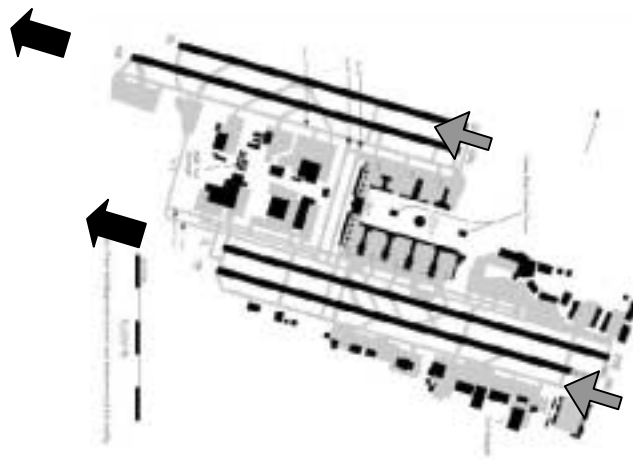
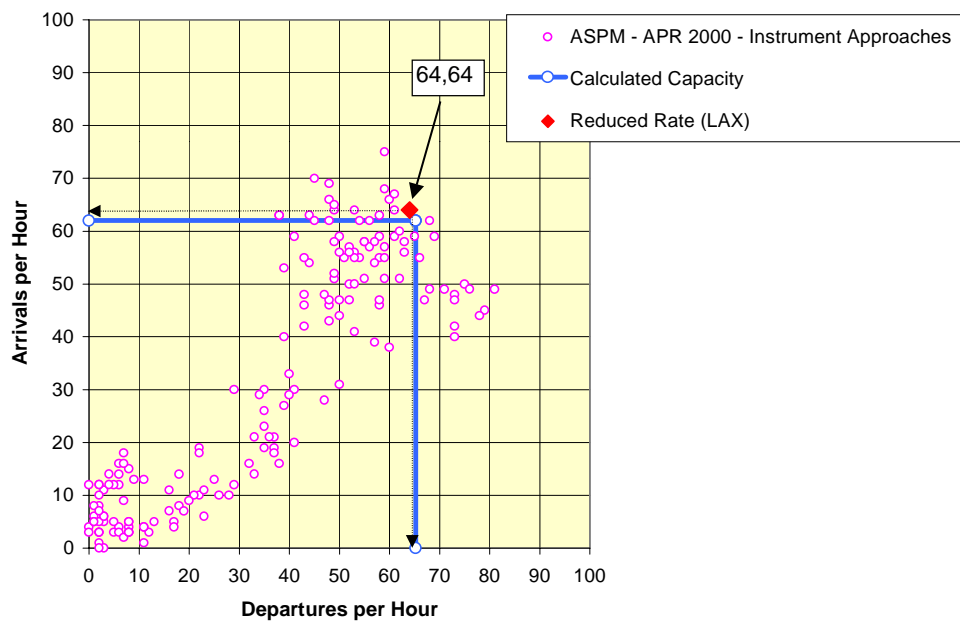


Scheduled Departures and Arrivals and Current Departure and Arrival Rate Boundaries (15-Minute Periods) Under Optimum Rate Conditions



Current Operations – Reduced Rate

- Instrument approaches (below Visual Approach Minima)
 - Arrive from East
- Reduced Arrival Rate of (64,64) was reported by the facility
- ASPM data for “Instrument Approaches” can include marginal VFR, with higher acceptance rates
- Chart below represents observed traffic and expected rates in terms of operations per hour



Scheduled Departures and Arrivals and Current Departure and Arrival Rate Boundaries (15-Minute Periods) Under Reduced Rate Conditions

